Port Sanitary District of Lowestoft.

Annual Report

of the

Port Medical Officer

FOR THE YEAR

1925

REPORT OF THE PORT MEDICAL OFFICER.

PORT SANITARY COMMITTEE.

Chairman :

Mr. Alderman A. B. Capps, J.P.

Aldermen :

Mr. H. R. Boardley, J.P. Mr. A. Jenner, J.P.
Mr. A. Middleton, J.P.

Councillors :

Mr H. W. Bayfield
Mr. A. Evans, J.P.
Mrs. G. M. Harris, J.P.
Mr. F. Larke
Mr. E. L. Rowe
Mr. J. Rushmere
Mr. H. Savage
Dr. J. M. Taylor
Mr. C. H. Thrower
Mr. J. B. Whaley

STAFF.

Port Medical Officer :

W. Stott, M.B., B.S., D.P.H.

Deputy Port Medical Officer :

L. Gibson, M.B., Ch.B., D.P.H.

Port Sanitary Inspectors :

A. Isherwood, C.R.S.I., M.S.I.A., Cert. Meat and Foods Inspector.
G. E. Hadley, C.R.S.I., March 10th to June 10th, 1925.
C. J. Gayfer, C.R.S.I., A.R.S.I., July 1st, 1925.

Clerks .

Miss C. E. Abbott. Miss M. A. Barnard.

The Staff, in each case, also carried out the work of the Public Health Department of the Urban Sanitary Authority.

PORT OF LOWESTOFT.

To His Worship The Mayor, Aldermen and Councillors of the Port Sanitary Authority of Lowestoft.

Gentlemen,

It is my pleasure and privilege to present to you my Annual Report of the work accomplished under your jurisdiction during the year 1925.

The total number of vessels inspected during the year was 720, an increase of more than 300 inspections over the previous year.

The total number of cases of illness reported to the Medical Officer was 22, of which six were removed to Hospital.

No plague, cholera or typhus infection was introduced; no nfected rat was found in the Port; and no smallpox was introduced, although large numbers of vessels arrived from Ports infected with this dreaded disease.

In February the Committee appointed Mr. G. E. Hadley, C.R.S.I., as part-time Port Inspector, who commenced duties on March 10th. Unfortunately, Hadley did not settle down to the work and left us on June 10th. In the meantime the Committe, appointed Mr. C. J. Gayfer, C.R.S.I., who had previously been an Inspector under the Authority, to take Mr. Hadley's post and he commenced duties on July 1st.

The necessity for a part-time Inspector, at least, is indicated by the return of shipping entering the Port, from which it is seen that the number of vessels using the Port is double what it was in the year 1922; moreover, large numbers of vessels are at present coming from coastwise ports infected with smallpox, and these must of necessity be kept under strict medical supervision in order to prevent the introduction of this disease into your Borough.

Lastly, I wish to draw your attention to the fact that the Port Authority is now recognized as efficient by the Ministry of Health, and that it is in receipt of the 50 per cent. grant towards the expenses incurred.

I have the honour to be,

Yours faithfully,

W. STOTT,

Port Medical Officer.

CONSTITUTION AND JURISDICTION OF THE AUTHORITY.

The Lowestoft Improvement Commissioners were permanently constituted as the Port Sanitary Authority, Lowestoft, on the 29th September, 1879, by the Local Government Board's Provisional Orders Confirmation (Abergavenny Union, etc.) Act, 1879.

According to the Local Government Board's Provisional Orders Confirmation (No. 2) Act, 1888, on the 29th day of August, 1885, the Urban Sanitary Authority of Lowestoft was created a Municipal Borough by Royal Charter of Incorporation and by virtue of Section 310 of the Public Heath Act, 1875, all the powers, rights, duties, capacities, liabilities, obligations and property, exercisable by, attaching to, or vested in the said Commissioners under the Public Health Act, 1875, passed to and became exercisable by, and vested in, the Council of the Borough.

For the purposes of the Order the following Sections of the Public Health Act, 1875, Public Health (Officers) Act, 1884, the Public Health (Ships, etc.) Act, 1885, and the Public Health (Members and Officers) Act, 1885, shall apply; and the said Port Sanitary Authority shall have, exercise, perform, and be subject to, all the powers, rights, duties, capacities, liabilities and obligations of an Urban Sanitary Authority under the same sections, so far as those sections are applicable to a Port Sanitary Authority, and to ships, vessels, boats, waters or persons within the jurisdiction of such Port Sanitary Authority; namely—

Of the Public Health Act, 1875:

Sections 91 to 111, both inclusive, relating to Nuisances.

Sections 120 to 133, both inclusive, relating to Infectious Diseases and Hospitals.

Sections 134 to 140, both inclusive, as to the prevention of Epidemic Diseases.

Sections 141 and 142, relating to Mortuaries.

Sections 173 and 174, relating to Contracts.

Sections 175, 176 and 177, relating to Purchase of Lands.

Sections 179, 180 and 181, relating to Arbitration.

Sections 182 to 185, both inclusive, and Section 188, relating to Bye-laws.

Section 189 (except as regards the offices of Surveyor and Collector), Sections 191 to 196, both inclusive, and Sections 197, 198, 200, 203, 205 and 206, relating to Officers and Conduct of Business of Local Authorities.

Sections 245, 247 (as amended by the District Auditors Act, 1879), 249 and 250, relating to Audit.

Sections 251 and 253 to 268, both inclusive, and Section 269, as amended by the Summary Jurisdiction Act, 1884, relating to Legal Proceedings.

Section 278, relating to settlement of disputes as to Boundaries

Sections 299 to 302, both inclusive, relating to defaulting Local Authorities.

Section 305 to 309, both inclusive, relating to Miscellaneous Provisions.

AREA OF PORT SANITARY AUTHORITY.

According to the Local Government Board's Provisional Orders Confirmation (Abergavenny Union, etc.) Act, 1879, as amended by the Local Government Board's Provisional Orders Confirmation Act, 1888 :—

" So much of the Port of Lowestoft as abuts on the sea coast of the Borough and of the Parish of Gunton and of the Parish of Corton as far northwards as League Hole, together with Lake Lothing, Inner Harbour below Mutford Lock, and the waters of such part of the said Port, and the place for the time being appointed as the Customs Boarding Station for such part of the said Port, and every other place for the time being appointed for the mooring or anchoring of ships for such part of the said Port under any regulations for the prevention of the spread of disease issued under the Authority of the Statutes in that behalf, and the Docks, Basins, and Creeks of and belonging to such part of the said Port.

PORT SANITARY AUTHORITY OFFICES.

Customs Buildings, South Quay.

Town Hall, Lowestoft.

Telephone No. 460.

BOARDING STATION.

The South Road between the entrance to the Harbour of Lowestoft and the North Newcome Buoy.

HOSPITAL FOR INFECTIOUS DISEASES.

Borough Isolation Hospital, Rotterdam Road. Telephone 79.

SICKNESS DURING THE YEAR.

Preventative Measures Adopted Against Importation of Infectious Disease.

A weekly list of infected ports from which vessels are likely to arrive in Lowestoft is sent to the Pilots and the Preventive Officer. Should a vessel arrive from any such Port, your Medical Officer is immediately notified.

Under the Lowestoft Port Sanitary Regulations made under Section 125 of the Public Health Act, 1875, every vessel arriving in this district and having, in the opinion of the Master, on board any person or persons suffering from a dangerous infectious disorder, must stop on arrival at the mooring station and forthwith send notice to the Port Medical Officer. The mooring station is the south road between the entrance to the harbour of Lowestoft and the north Newcome Buoy. There is a steam tug available for the use of your Medical Officer to board any vessels held up at the mooring station. There is satisfactory provision made for hospital accommodation, the disinfection of quarters and clothing, and also for the reception of any contacts when necessary. There is a Motor Ambulance for conveyance of the sick.

Every vessel which is inspected has a copy of the " Port Sanitary Authority Infectious Disease Regulations," and " Leaflet for Seamen—Form V, 14 "—left on board for the information of the Master and crew. Our own local vessels, including fishing craft, have each been supplied with cards to be hung up in their cabin, giving the Masters information of their duties in cases of sickness, and also of their duties under the Rats and Mice Destruction Act.

Twenty-two cases of sickness were reported during the year, six of which were admitted to Hospital.

INFECTIOUS DISEASES.

Diseases notifiable to the Authority under this heading are :—

Smallpox	Encephalitis Lethargica
Pneumonia	Typhus Fever
Scarlet Fever	Relapsing Fever
Cholera	Continued Fever
Diphtheria	Trench Fever
Plague	Dysentry
Membranous Croup	Ophthalmia Neonatorum
Puerperal Fever	Erysipelas
Enteric Fever, including Paratyphoid	Tuberculosis
Cerebro-spinal Fever	Measles
Acute Polio-Myelitis	Malaria
Acute Polio-Encephalitis	

PNEUMONIA.

Three cases of Pneumonia occurred on our fishing vessels, all of which were removed to hospital, and the vessels subjected to disinfection.

OTHER CASES OF SICKNESS OCCURRING IN THE PORT.

Name of Vessel.	*Diseases.*	*Action.*
Muen-et-Teun	Recurrent Malaria	Removed home
Ostrich	Influenza	Removed home
Reward	Chronic Gastric Ulcers	Removed to General Hospital
Grimenco	Gastritis	Removed home
Girl Ethel	Injury	Removed to General Hospital
Bonnie Lassie	Influenza	Removed home
Golden Ring	Injured Hand	Removed home
Mottlan	Venereal Disease	Removed to Hospital at Danzic
Marie Seidler	Injured Foot	Remained on board
Breidahlia	Tonsillitis	Remained on board
Aspray	Influenza and Septic Throat	Removed to Isolation Hospital
Young Dawn	Influenza	Removed home
Supreme	Eczema	Removed home
Flynderborg	Diarrhœa and Sickness	Remained on board
Searcher	Quinseys	Removed home
Aberdeen	Recurrence of trouble from old head wound	Removed home
King Arthur	Influenza	Removed home
Magnolia	Colic	Removed home
Dover	Influenza	Removed home

DEATHS OCCURRING AT SEA ON VESSELS ARRIVING AT THE PORT.

The Skipper of the Smack "Shrublands," L.T. 1223, was brought in dead on the 11th January, having died suddenly whilst on duty. Post-mortem examination showed that he died from ruptured Aortic Aneurysm.

PUBLIC HEALTH VENEREAL DISEASE REGULATIONS, 1916.

There is still no Venereal Disease Clinic in Lowestoft, and this renders it very difficult to obtain treatment for men on board vessels suffering from Venereal Disease, owing to the fact that the nearest Clinic is at Norwich, and the men have not the time to go by train to attend this Clinic.

The attention of the County Medical Officer has been drawn to the urgent need of a Clinic locally, and steps are now being taken to arrange for a Clinic at the Local General Hospital.

SHIPPING.

The following table shows the number and tonnage of steamers and sailing vessels from foreign and coastwise ports that entered and cleared the port with cargoes, and in ballast (excluding fishing vessels) during the past four years :—

	1922.		1923.		1924.		1925.	
	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
Foreign	192	—	479	50,519	621	75,691	431	70,259
Coastwise	245	—	398	60,099	416	77,750	417	75,027
	437	*—	877	110,618	1,037	153,441	848	145,286

*No figures available.

The following table shows the number, tonnage and journeys made by fishing vessels during the year :—

BRITISH.

Type of Vessel.	No. entering Port during 1925.	Aver. Net Tonnage of each.	Total No. of entries made in year.
Sailing Beam Trawlers	145	32	6300
Steam Otter Trawlers	84	45	3360
Steam Seiners	45	42	646
Steam Drifters	426	42	10201
Motor Drifters	43	31	496
Totals	743	—	21003

FOREIGN.

Type of Vessel.	No. entering Port during 1925.	Aver. Net Tonnage of each.	Total No. of entries made in 1925.
Belgian Sailing Trawlers	60	16	131
Dutch Steam Trawlers	13	78	22
Totals	73	—	153

THE TRADE OF THE PORT.

The staple industry of the Port is its fishing. In addition to this, merchant vessels of various nationalities bring cargoes the chief amongst which consist of granite, coal, salt, ice, slag, timber, steel, potatoes, barley and wheat.

Below is given a list of coastwise and foreign ports trading regularly with the Port of Lowestoft, together with the chief imports

COASTWISE.

Port.	Imports.
Alderney	Granite
Barry	Coal
Boston	Coal
Blyth	Coal
Grimsby	Timber and Steel
Hull	Barley
Hartlepool	Coal
Immingham	Coal
London	Wheat
Middlesbrough	Slag
Montrose	Potatoes
Newport	Granite
North Shields	Steel
Penzance	Granite
Peterhead	Fish
Poole	General
Purfleet	Paraffin and Petrol
Rochester	Cement
Runcorn	Salt
Sunderland	Coal
Yarmouth	Fish
West Hartlepool	Coal

Foreign.

Country and Port.		Imports.
Belgium	Antwerp	Cement
	Bruges	Granite
	Ghent	Phosphates and Granite
	Nieuport	Stone
	Ostend	Granite
France	Bayonne	Timber
	Bordeaux	Timber
Free City	Dantzic	Timber
Germany	Altona	Ice and Salt
	Cuxhaven	Ice and Salt
	Hamburg	Ice, Salt and Kainet
Holland	Ymuiden	Salt
Latvia	Riga	Timber
Norway	Bergen	Ice
Russia	Archangel	Timber
Sweden	Falkenberg	Timber
	Gefle	Timber

INSPECTION OF VESSELS.

During the year 720 vessels were inspected in the Port; this is an increase of more than 300 inspections over the previous year, owing to the fact that we now have an Inspector devoting part-time to this work.

A detailed list of vessels entering the Port and those inspected will be found at the back of the Report on Form "A." Out of the number inspected, 17 were found to be insanitary, a list of the conditions found is shown in the table appended. In all cases an informal notice is left on board, requesting the Master to remedy, and re-inspection is made on the ship's next entry into the Port. In no case has any further action had to be taken during the year.

Particulars of Insanitary Conditions found in the Vessels Inspected.

Crews' Quarters.

	Steamships	Sailing Vessels
Chain locker casing broken and defective	1	—
Decklights, portlights, etc., broken and defective	1	—
Forecastles, etc., deficient in lighting	2	—
Forecastles, etc., requiring cleansing	3	—
Flooring, fittings, etc., defective	—	1
Miscellaneous leakages into quarters	2	—
Ship's gear, stores, etc., kept openly in or in communication with quarters	7	—
Ventilation inefficient or ventilators defective	1	—

Condition of Decks.

Accumulations of dirt and refuse about decks	2	—

Storage of Water.

Water tanks not provided with proper cover	—	1
Water tank of insufficient capacity	1	—

Various Nationalities of the Vessels Inspected and found Insanitary.

	Inspected.	*Insanitary.*
Austrian	1	—
Esthonia	1	—
Belgian	31	1
British	560	15
Danish	1	—
Dutch	13	—
German	54	1
Norwegian	51	—
Swedish	5	—
Dantzic	3	—
	720	17

Number and Nationality of Hands carried on the above Vessels.

Austrian	2
Esthonia	15
Belgian	144
British	4538
Danish	14
Dutch	116
German	694
Norwegian	694
Swedish	74
Dantzic Free Citizens	41

SANITARY CONDITIONS OF FISHING VESSELS.

Owing to the nature of the work, the size of the vessel, and the number of hands which have to be carried, life on our fishing vessels is not one of the most pleasant, the space allowed for living accommodation being at the minimum.

The food, however, is plentiful and is kept in clean lockers, and, in the majority of cases, a wholesome water supply is carried in a satisfactory tank. Sleeping quarters and mess deck are in the same cabin, which is usually kept as clean as circumstances will allow.

It is to the sleeping bunks which I particularly wish to draw attention, as, in my opinion, these can be made a little more hygienic at practically no further cost.

These bunks are large box-like structures built round the sides of the cabin ; they have a hole in the side for access. From this somewhat inadequate description it is seen that a man sleeping in such a structure soon lies in a pool of stagnant air which he breathes over and over again. The remedy for this would be to have ventilating holes made at the top of the panels on the cabin side of the bunk, which would allow of the free circulation of air and would benefit the occupant considerably, or better still, to have the panels removed entirely and replaced by small rails.

PORT SCAVENGING.

The scavenging of the port throughout the year has been quite satisfactory. Offals from the fish market are removed daily some distance from the town by a contractor, who mainly uses them for manurial purposes. The fish market, being entirely surfaced with concrete, is rapidly and easily cleansed, and is invariably cleared daily.

There is an ample water supply available and the market is thoroughly washed down, the washings draining into the harbour Any few pieces of offal remaining are speedily disposed of by gulls. Other refuse is collected daily by the L.N.E.R. Company's staff. and removed on trolleys.

Various alterations have been effected during the year, such as the removal of defective woodwork in various parts of the dock, which has been replaced by concrete, thus effectually helping in the rat menace.

No nuisance has been caused during the year by skippers of boats depositing refuse in the harbour itself ; this is usually taken well out to sea and there dumped.

REGISTRATION OF SHIPPING.

The responsibility for registrating and the measurement of ships, the inspection of passenger vessels, the issue of certificates setting forth the number of passengers to be carried, the inspection of the boats and life-saving appliances, and the matter of manning, and several other items in connection with shipping rests with the Marine Department of the Board of Trade, whose Surveyors are located in various ports in the country. There is no Surveyor in Lowestoft, the nearest being at Great Yarmouth.

It is noteworthy that pleasure yachts and fishing vessels exclusively employed in fishing on the coast of the United Kingdom, are not affected by the Board of Trade instructions as to the survey of Master's and Crew Spaces.

ADMINISTRATION OF THE RATS AND MICE (DESTRUCTION) ACT, 1919.

The obligation to keep a vessel free of rats rests with the Master. The Officer of the Authority is only required to give his opinion as to whether the Master of any ship has failed to take the proper steps required by Section 1 of the Act for preventing the vessels becoming infested to the Authority, who may then serve a 24 hours' notice, requiring such arrangements as are satisfactory for freeing the vessel to be undertaken, or the Authority will, by its Officers, enter the vessel for the purpose of destroying the rats thereof.

The Act provides for delegating the powers of the Authority to sub-committee.

Method of Rat Destructign Adopted.

After experimenting with various methods it has been found that poisoning is the most effective, and this, therefore, is in use.

FUMIGATION OF VESSELS.

Lowestoft is not an approved port for the fumigation of ships for rat destruction under the arrangements made by the Ministry of Health with the U.S. Public Health Service.

The fumigation by either SO2 or HCN of fishing vessels is impracticable owing to their construction, it being found that the various compartments are not gas-tight, thus facilitating the escape of the gas generated.

So far as the vessels themselves are concerned, rat destruction is carried out satisfactorily ; but on the docks and in the warehouses very little interest is taken. In spite of notices and propaganda work during Rat Weeks, tenants of property still fail to realize that the duty of rat destruction is theirs and not the owners. As I pointed out in the Report for 1924 under this heading, the chief and most effective methods of doing away with rats is to deprive them of their food supplies, and to make all buildings rat-proof, so that they are unable to find a resting place.

The L.N.E.R. are taking steps to rat-proof the docks by gradually replacing defective woodwork with concrete. Scavenging is good and refuse is promptly removed, as shown under the heading of Port Scavenging.

On Table " A," at the back of the Report, the Ministry require the number of rats destroyed during the year. This information we have been quite unable to obtain, that is, any reliable information, so that instead of showing the numbers of rats which have actually been picked up I give the number of vessels which have been subjected to rat destruction in each month of the year.

CANAL BOATS.

Registration Authority.

Although appointed a Registration Authority for the purposes of the Canal Boats Acts, 1877 and 1884, by orders of the Ministry of Health (then the Local Government Board) on the 17th May, 1878, and the 26th June, 1879, in respect of canal boats using among other waterways the Norwich and Lowestoft Navigation Canal, there do not appear to be any canal boats on the register.

Inspection.

I have had the opportunity of visiting the boats plying on the particular canal mentioned, the majority of which belong to the Steam Navigation Company, who own twelve Lighters, nine Wherries and two Tugs. Trading is mainly between Norwich Yarmouth and Bungay. All these vessels have been inspected and in no case are women and children carried, the crew being composed of two or three men. None of the vessels were registered as canal boats, but were registered under the Merchant Shipping Act.

According to the Canal Boats Order of 1922, canal boats must be registered under the Canal Boats Act whether they are already registered under the Merchant Shipping Act or not.

In May, 1925, I invited Mr. Owen J. Llewellyn, the Chief Inspector of Canal Boats, Ministry of Health, to come down and discuss the matter with me. After inspecting one or two of the boats in question, and after pointing out to Mr. Llewellyn that we were never obstructed in any way and that our requests with regard to water supply, crew's spaces, painting and sanitary conditions generally were always complied with, we decided that there was no necessity at the present moment to enforce registration under the Canal Boats Acts.

ALIENS.

Lowestoft is not an approved port under the Aliens Order, 1920.

DANGEROUS DRUGS.

The Port Medical Officer is authorized to grant certificates for the supply of dangerous drugs to Masters of foreign vessels, the quantity to be supplied being regulated by the immediate needs of the crew until the ship reaches its next home port.

FOOD INSPECTION.

The chief article of food coming into the Port is fish. A close watch is kept over the Fish Market, the Inspector making regular inspections.

During the year, 39,116 lbs. of fish were condemned as unfit for human food, this figure showing an increase of 8,234 lbs. over that of last year.

FORM A.

Amount of Shipping entering the Port Sanitary District during the Year 1925.

—	Number	Tonnage	Number Inspected		Number reported to be Defective	Number of Orders issued
			By the Medical Officer of Health	By the Sanitary Inspector		
Foreign						
Steamers	252	63,046	10	118	2	—
*Motor	39	1,931	—	4	—	—
Sailing	140	5,282	—	28	1	—
Fishing	153	3,812	—	—	—	—
Total Foreign	584	74,071	10	150	3	—
Coastwise						
Steamers	327	63,347	12	81	4	—
*Motor	11	1,188	—	2	1	—
Sailing	79	10,492	—	1	—	—
Fishing	743	29,535	20	444	9	—
Total Coastwise	1,160	104,562	32	528	14	—
Total Foreign and Coastwise	1,744	178,633	42	678	17	—

*Includes mechanically propelled vessels other than steamers.

FORM B.

Rats Destroyed in 1925.

Number of	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year
Black Rats	Number of Vessels subjected to Rat Destruction during the year												277
Brown Rats	Figures for numbers of rats destroyed unreliable.												
Rats examined	—	—	—	—	—	—	—	—	—	—	—	—	6
Rats infected with plague	—	—	—	—	—	—	—	—	—	—	—	—	—
Rats not infected	—	—	—	—	—	—	—	—	—	—	—	—	6

PRECAUTIONS AGAINST PLAGUE.

FORM C.

PARTICULARS RELATING TO VESSELS "INFECTED" OR "SUSPECTED," OR FROM INFECTED PORTS.

Name of Vessel.	Date of Arrival.	Whether infected. suspected or from an infected Port.	Methods of Rat Destruction employed			Number of Rats killed.	Whether a certificate of Deratisation was issued.	Remarks.
			Fumigation by Sulphur Dioxide.	Fumigation by Hydrocyanic Acid.	Trapping, poisoning, etc.			
1.	2.	3.	4.	5.	6.	7.	8.	9.
—	—	—	—	—	—	—	—	—

FORM D.

VESSELS (OTHER THAN THOSE DEALT WITH IN FORM C), SUBJECTED TO MEASURES OF RAT DESTRUCTION

Number of Vessels fumigated by SO_2.	Number of Rats killed.	Number of Vessels fumigated by HCN.	Number of Rats killed.	Number of Vessels on which trapping, poisoning, etc., were employed.	Number of Rats killed.	Number of Fumigation Certificates issued on Form "Port 10."*	Number of other certificates issued.	Remarks.
1.	2.	3.	4.	5.	6.	7.	8.	9.
—	—	—	—	277	—	—	66	—

*Form "Port 10" is issued only by the Port Medical Officers of Health of Bristol, Cardiff, Hull, Liverpol, London, Manchester River Tyne, Southampton, Swansea and Weymouth for vessels proceeding to U.S.A. ports.